

ATTACHMENT:

Process Sheet No. 4115-A

Report on Alaskan Ports and
Installations Prepared by members of the
annual resupply Mission which was under
the Supervision of the Commander, Alaskan Air
Command.

**ONI DECLASSIFICATION/RELEASE INSTRUCTIONS ON
FILE**

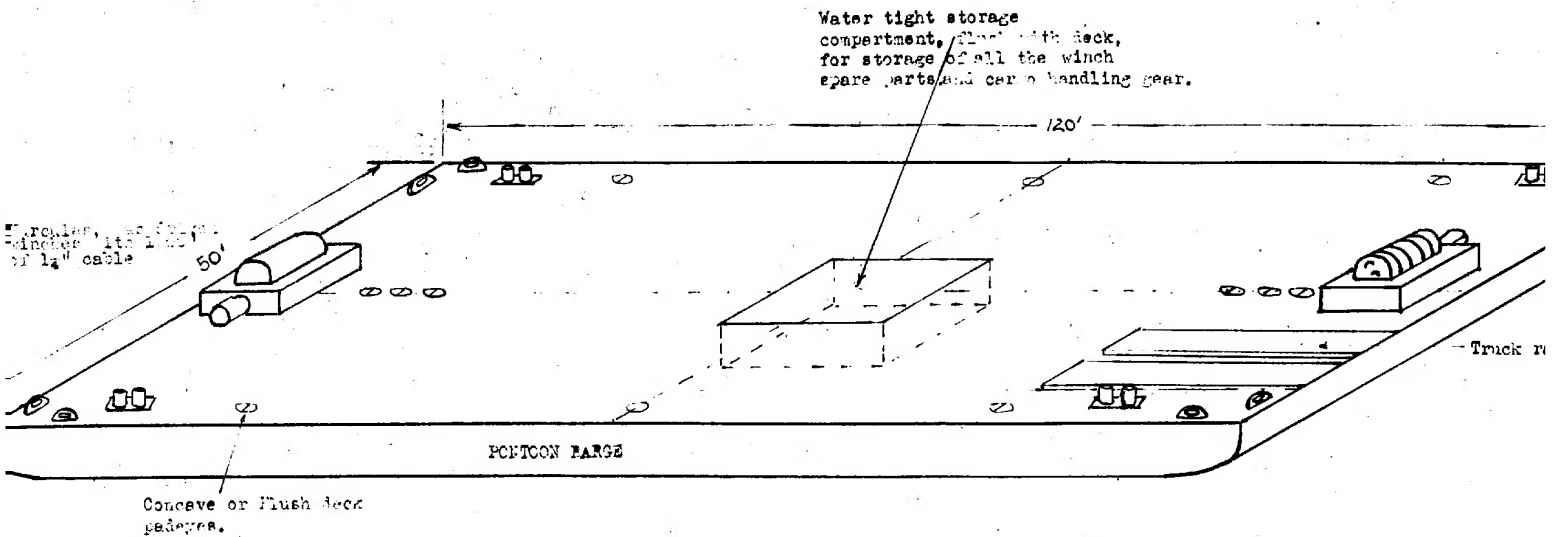
DIC/13ND Report No. 447-53

1 of Encl 101

Subject Cape Wales, Alaska

Cargo site Baker 2 (a) (W A L E S)

Suggested means of moving cargo from LST to beach.

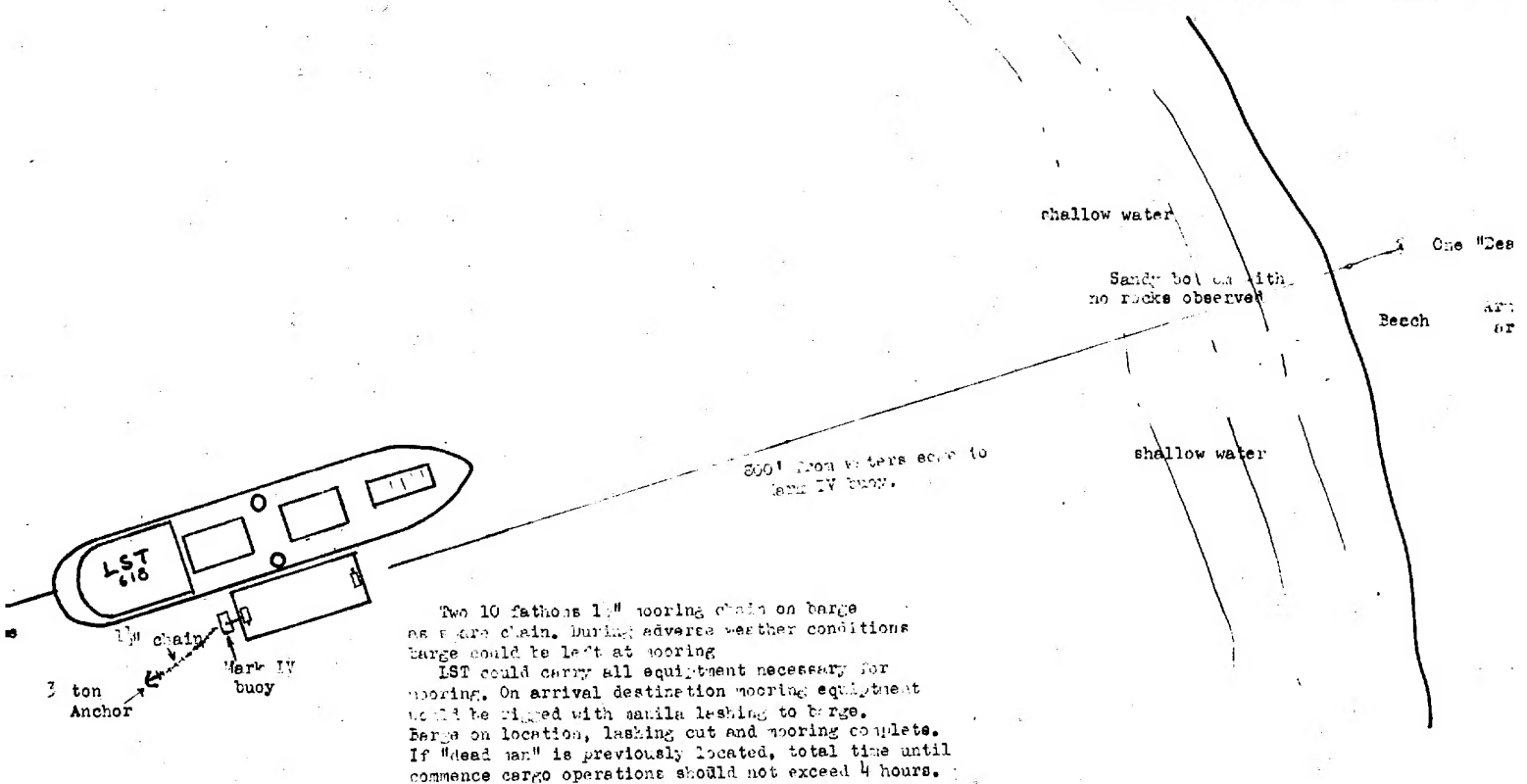


The pontoon barge is only of approximate size. The separate sections are not shown, as to the barge's construction.

Alternate use of barge; with slight alteration for AG use, replacing AG in area this season.

During the winter months the barge can be pulled up on the beach so that no ice damage is done.

When barge is in use a small Port LST could be transferred from LST to the barge to facilitate movement and loading or unloading.



Two 10 fathoms 1/2 inch mooring chain on barge as spare chain. During adverse weather conditions barge could be left at mooring. LST could carry all equipment necessary for mooring. On arrival destination mooring equipment would be rigged with Manila lashing to barge. Barge on location, lashing out and mooring complete. If "dead man" is previously located, total time until commence cargo operations should not exceed 4 hours.



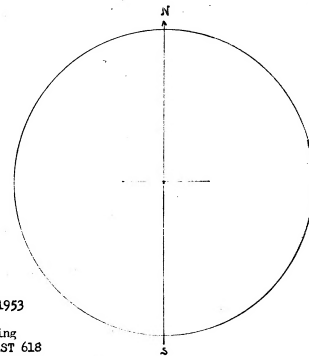
SECURITY INFORMATION

Prepared during LST 618 summer operations. Beach, old (Army) site, found unfavorable due to shallow water and two shallow soundings found on either side of site course. New site found ideal for LST beaching.

Release 2001/09/04 : C
BAY CANNERY

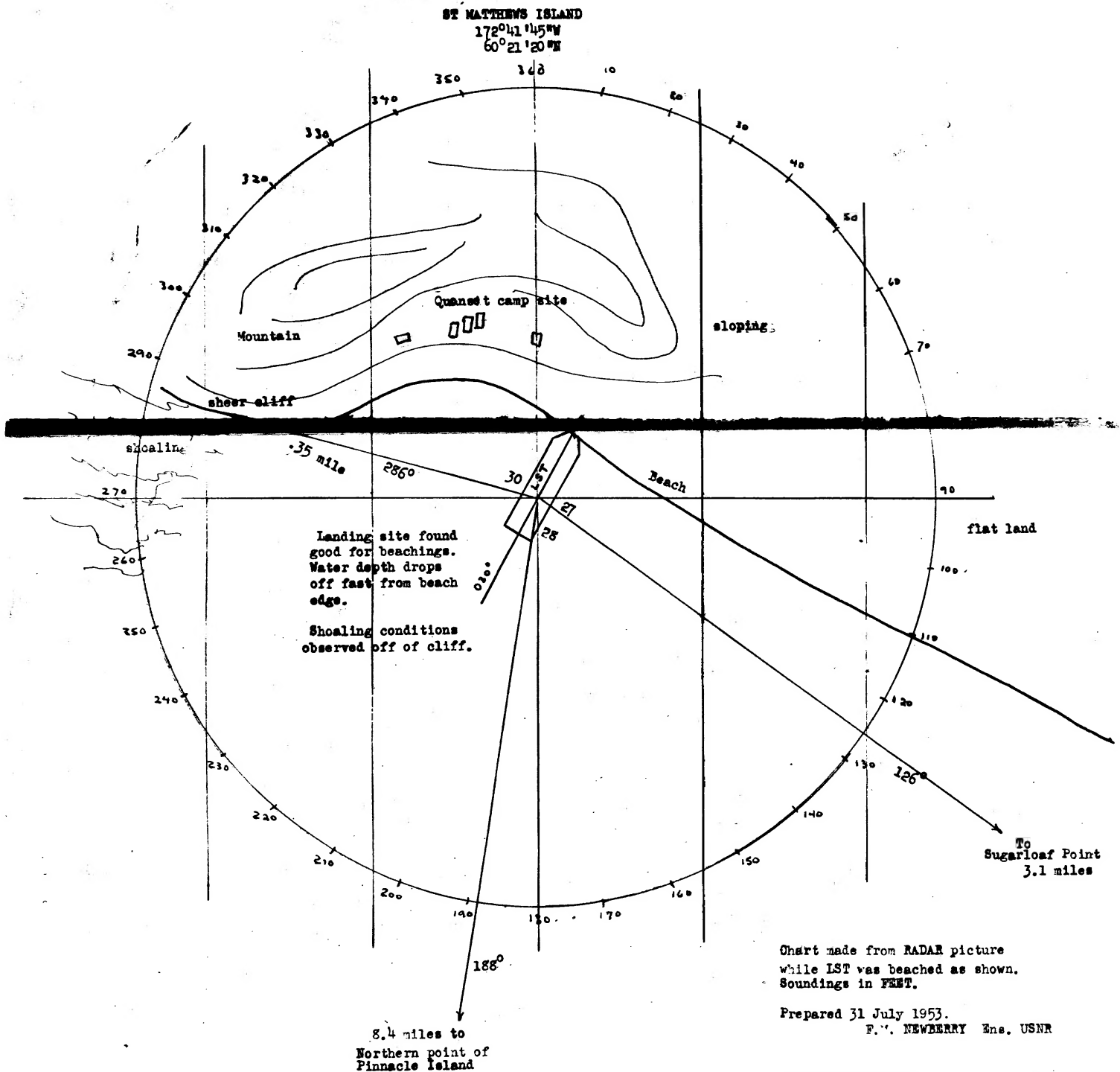
This chart was prepared during the summer operations of the LST 618

NÄKNEK RIVER

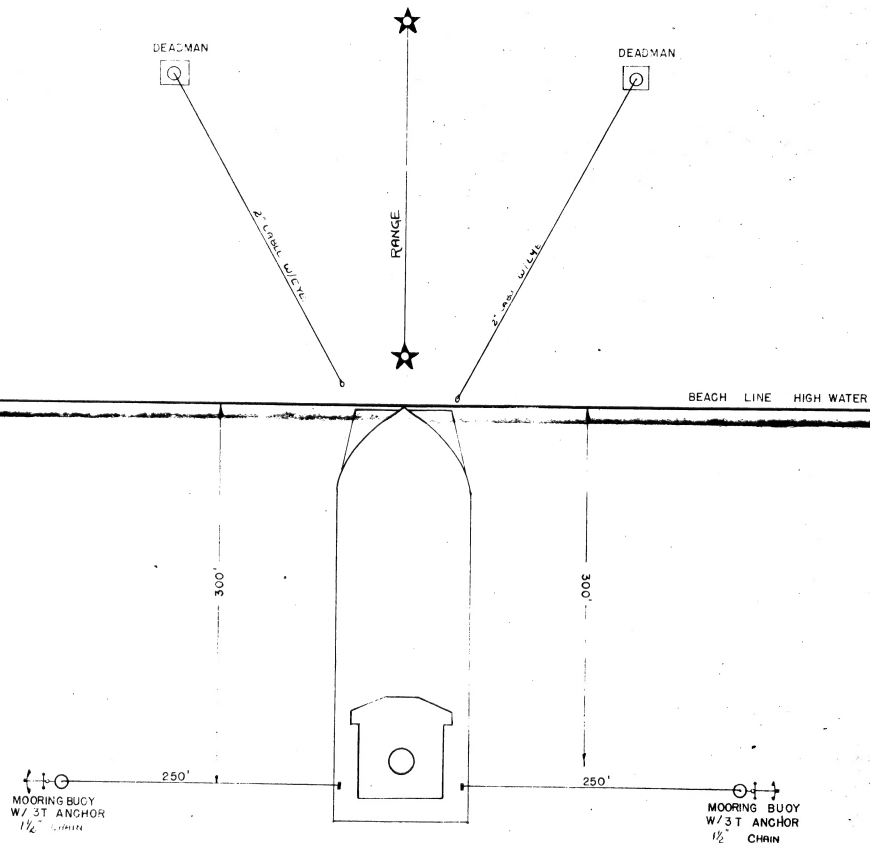


STICAL
STICAL COMPLETELY LRY AT LOW TILE

NOT TO SCALE



ANCHORAGE LST LANDING



RECOMMENDED MOORING INSTALLATION FOR LST
LANDING, IN ORDER TO HOLD SHIP IN POSITION
DUE TO CURRENT CONDITIONS:

PREPARED BY 15 JULY 1953
PLANS SECTION TRANSPORTATION OFFICE
USARL